

Amendments to the Claims:

This listing of claims will replace all prior versions, and listings, of claims in the application:

Listing of Claims:

Claim 1 (previously presented): An exhaust system for an internal combustion engine, comprising:

a first exhaust train starting from a first cylinder bank and including a flow-permeable first muffler, which comprises a rear muffler; and

at least one second exhaust train parallel thereto, starting from a second cylinder bank and including a flow-permeable second muffler, which comprises another rear muffler, wherein the first muffler and the second muffler have a mutually deviating structure; and

wherein the first and second exhaust trains are guided over the whole length with a minimal cross-over position;

the first muffler comprises an inlet pipe and an outlet pipe;

the second muffler comprises an inlet pipe and an outlet pipe;

the outlet pipe of the first muffler has a comparatively small length with respect to the outlet pipe of the second muffler; and

the outlet pipe of the second muffler has a comparatively large length with respect to the outlet pipe of the first muffler.

Claim 2 (previously presented): An exhaust system in accordance with claim 1, wherein the outlet pipe of the second muffler has at least approximately twice the length of the outlet pipe of the first muffler.

Claim 3 (previously presented): An exhaust system in accordance with claim 1, wherein the outlet pipe of the second muffler has an at least slightly larger diameter than the outlet pipe of the first muffler.

Claim 4 (previously presented): An exhaust system in accordance with claim 1, wherein the first muffler has an inner structure divided into three part spaces by means of two

metal separating sheets, with the first metal separating sheet being perforated and the second metal separating sheet being intact.

Claim 5 (previously presented): An exhaust system in accordance with claim 4, wherein the input pipe opens into the first part space at the inlet side.

Claim 6 (previously presented): An exhaust system in accordance with claim 4, wherein the outlet pipe leads, starting from the first part space on the inlet side, through the second part space and the third part space, with the outlet pipe being able to be acted on by flow both from the first part space and from the first part space through the second part space.

Claim 7 (previously presented): An exhaust system in accordance with claim 4, further comprising a resonator extending through the second part space and into the third part space and adjoining the inlet pipe.

Claim 8 (previously presented): An exhaust system in accordance with claim 1, wherein the second muffler has an inner structure divided into three part spaces by means of two metal separating sheets, with the first metal separating sheet being intact and the second metal separating sheet being perforated.

Claim 9 (previously presented): An exhaust system in accordance with claim 8, wherein the inlet pipe extends through the first part space and through the second part space at the inlet side and opens into the third part space.

Claim 10 (previously presented): An exhaust system in accordance with claim 8, wherein the outlet pipe leads through the second part space into the first part space on the inlet side, starting from the third part space, and back through the second part space and the third part space in an arcuate curve, with the outlet pipe being able to be acted on by flow at the inlet side both from the third part space and from the third part space through the second part space.

Claim 11 (previously presented): An exhaust system in accordance with claim 8, wherein a resonator connects the third part space to the first part space.

Claim 12 (canceled)

Claim 13 (previously presented): An exhaust system in accordance with claim 1, wherein the minimal cross-over position comprises a common middle muffler.

Claim 14 (previously presented): An exhaust system in accordance with claim 7, wherein the resonator extends from an exit of the first inlet pipe.

Claim 15 (previously presented): An exhaust system in accordance with claim 1, wherein a ratio of the lengths of the outlet pipes of the first and second mufflers maintains audible perception of oscillations of odd orders of a V8 engine having the first and second cylinder banks.

Claim 16 (previously presented): An exhaust system in accordance with claim 13, wherein the common middle muffler includes an internal separation between the exhaust trains to prevent gas exchange between the exhaust trains.